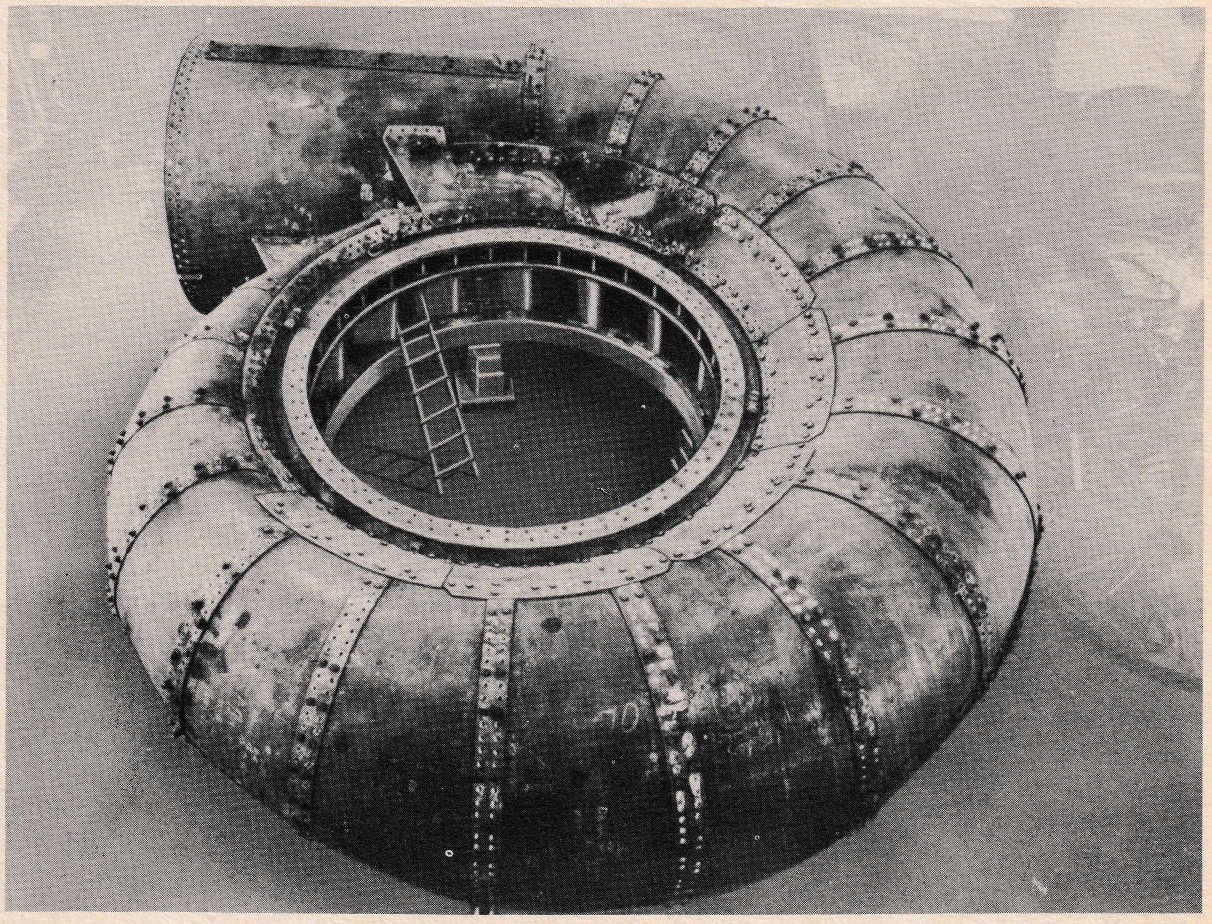
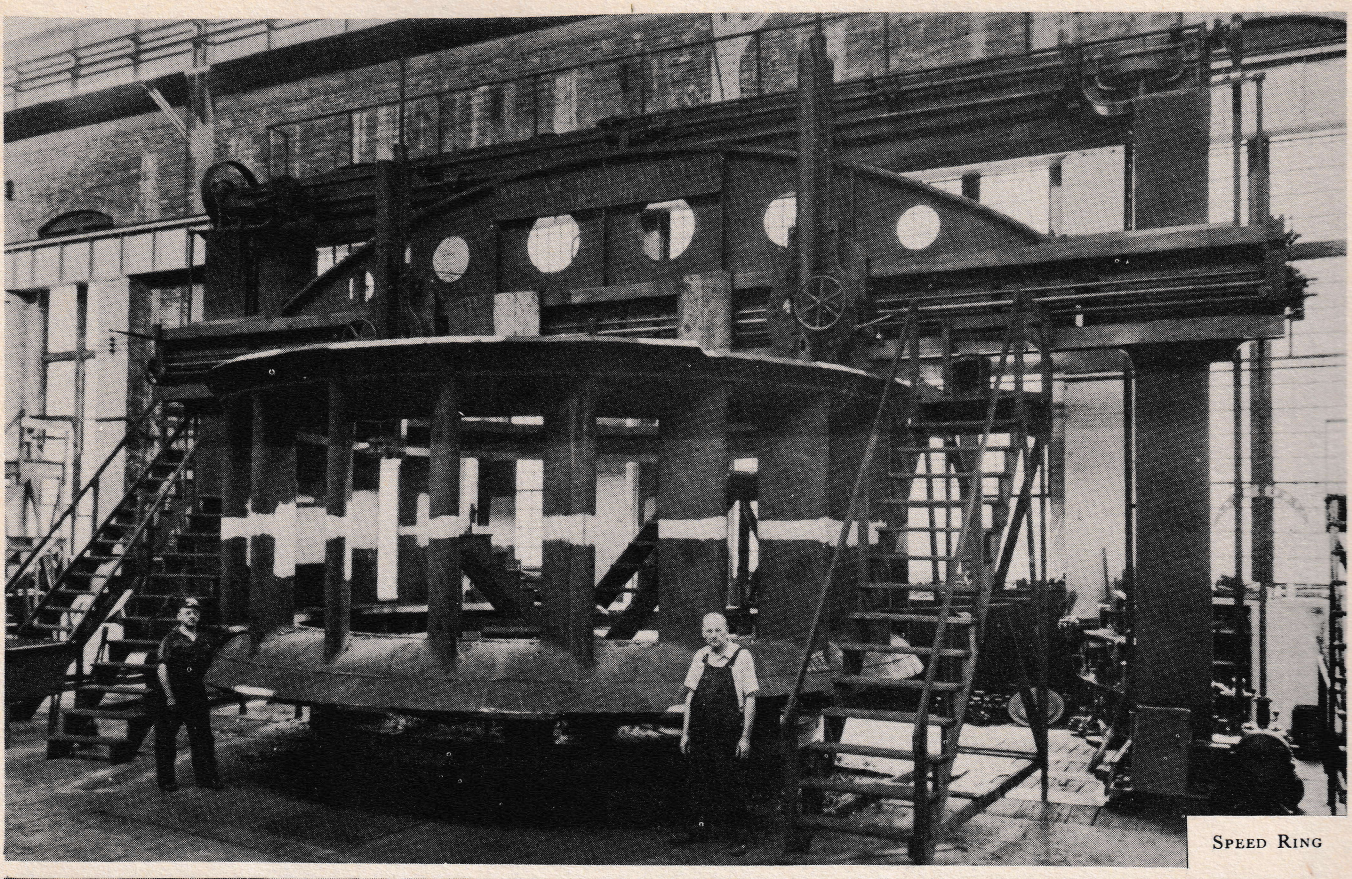
# Turbine Topics

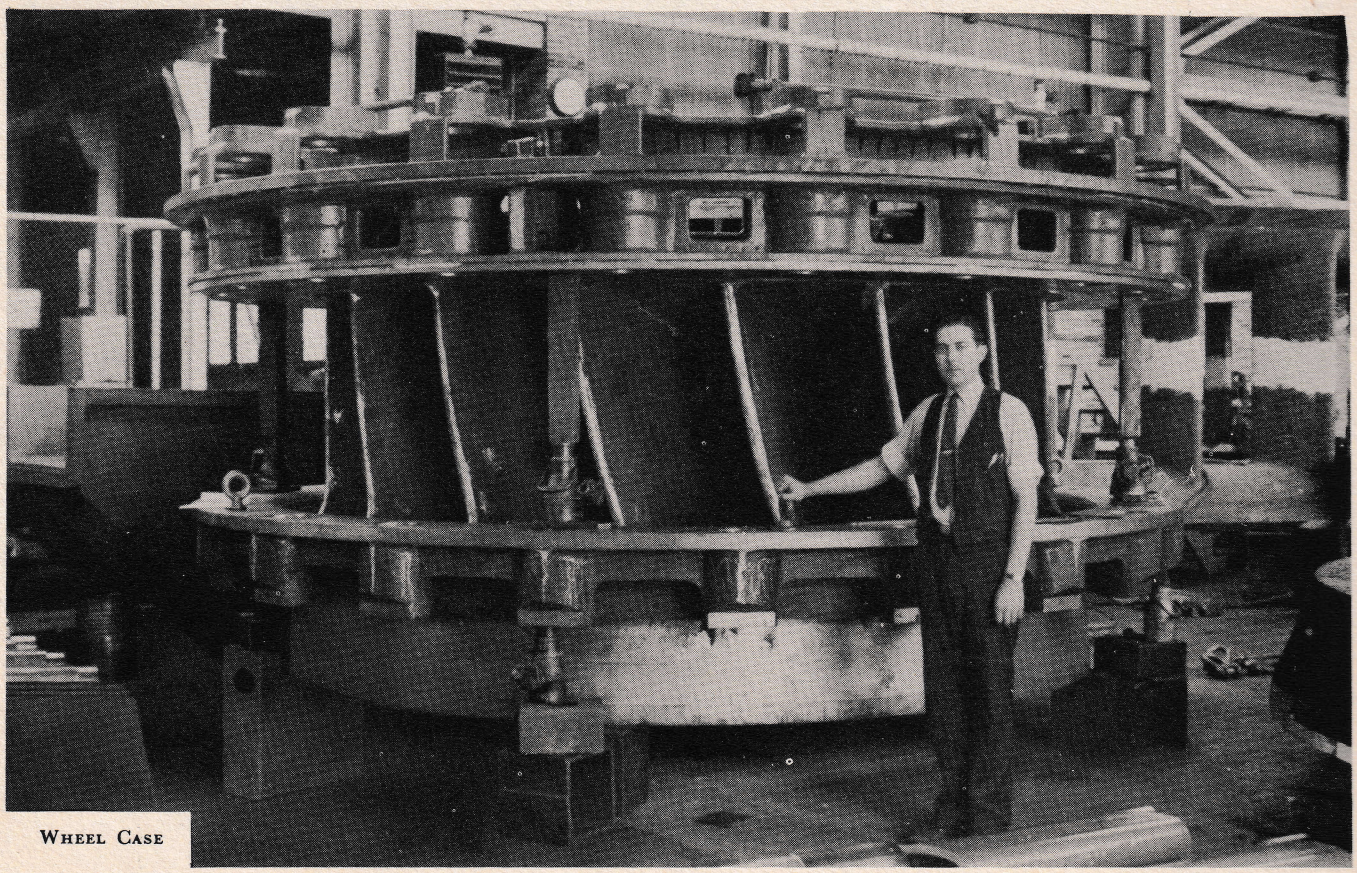
Vol. 1 No. 5 Issued For and By the Employees of S. Morgan Smith Co. August, 1943



FORT PECK SCROLL CASE
20,000 H.P. UNIT
INLET DIAMETER 10'0"



Speed Ring



Wheel Case

# LARGEST UNIT AT FORT PECK PLACED IN OPERATION

By George A. Jessop, *Chief Engineer*

The large unit at Fort Peck was officially placed in operation on July 1 of this year. The company was represented in the field by Albert Nord, erecting engineer, and the writer. It was tested through its normal operating range and then run at maximum runaway speed, its most severe operating condition, for fully six minutes. The unit functioned satisfactorily throughout the entire test.

This hydro-electric installation is of unusual interest for a number of reasons. The Fort Peck Dam was originally designed for navigation and for flood control only. The installation of the hydro-electric units was only decided upon after the project was near completion. The dam was so located and built that an enormous quantity of water could be stored. To assist in navigation on the Missouri River, four tunnels were constructed and control gates installed so that during the low water season, ample discharge could be passed down the river to provide sufficient depth of water during the normal low flow season to permit navigation the year round.

During times of average run-off or better, water can be stored in the Fort Peck Dam up to such a limit as will not interfere with flood control since, for the latter purpose, an ample storage capacity must be kept at all times. During the low flow season, a maximum quantity of water must be passed, and it is this water which is used for almost all the power developed. The power is, therefore, produced during times of low flow when the system into which Fort Peck feeds is also having low flow and needs power. There is some water passed at all times so that a small amount of power is always available. The ultimate maximum capacity of the plant will be 120,000 or possibly 150,000 horsepower. Only approximately 14,000 horsepower is available during the period of extreme low flow.

To build the power plant, it was necessary to make certain changes at the downstream end of one of the tunnels. The shortest one, which is used for power development, has an unvented length of about 3,400 feet. In order to obtain speed and load regulation, it would be necessary in normal practice to provide for the installation of a large surge tank for each turbine. However, because of the shortage of steel due to the war, and the large amount of plate required for the surge tanks, it was first thought that the plant could not be placed in operation under these conditions.

Later the engineers decided that it would be possible to run the large 50,000 horsepower unit without benefit of a surge tank. In order to do so it was necessary to increase the operating time of the turbine gates in order to prevent excessive pressure rise in the long tunnel. Therefore the time for the full stroke of the gates was increased to 30 seconds. However, after thus slowing up the governor, it could no longer follow load changes quickly enough to properly correct the turbine speed.

In addition, if through line or generator fault the load should be lost, the unit would reach runaway speed before the slow moving governor could close the gates. Although the turbine and the generator are both designed to withstand full runaway speed, it is considered very poor practice to allow such a circumstance to occur more than a very few times during the life of a plant. A water rheostat was, therefore, designed and built and automatic switching equipment was provided so that if the load were dropped through a line fault, the water rheostat would come into service and absorb it and prevent runaway speed. The water rheostat could then be unloaded slowly, thus giving the governor time to close the turbine gates.

After three weeks of intensive effort, the switching equipment and the water rheostat were so adjusted as to operate satisfactorily. The unit was placed on the line successfully according to schedule.

The 20,000 horsepower unit which we manufactured at the same time as the large unit has not yet been fully erected and will not be placed in operation for some time. Eventually it is hoped to install one additional 50,000 horsepower unit and there is even a possibility of replacing the small unit with one of the larger size.

The power from the Fort Peck turbines is transmitted over a line 269 miles long and connected to the Montana Power Company system at the Rainbow Falls plant. The turbines at Rainbow Falls were manufactured by us, six units in 1909 and two additional units in 1916.

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In the pictures of parts for the 50,000 H.P. Fort Peck unit on the opposite page are: top, Harry Linebaugh, machinist's helper, and Fred Kuhlman, machinist, who operate the large boring mill. Bottom: John Strobeck, former inspector on Floor 1, who is now in the United States Army Air Corps.

# UP and DOWN the AISLE

The management has arranged with the Travelers Insurance Company to extend the coverage of the insurance policies now held by each employee. Starting August 23 you will have insurance protection that includes hospitalization, surgical fees, laboratory and X-ray charges without any additional cost to you.

HOSPITALIZATION

Wage Group (40 hours X Clock Rate)
Less than $25..$4 per day for 31 days
25 to 35 .....$4 per day for 31 days
35 to 45 .....$5 per day for 31 days
45 to 60 .....$5 per day for 31 days
60 and over ...$6 per day for 31 days
Surgical Fee $150
Laboratory and X-Ray $20

Seventy-four of our employees do not have the protection that our present group life insurance policy provides. The insurance company has informed us that if fifty per cent of this group decide to sign up for insurance it will not be necessary to take a physical examination to obtain it.

On the other hand, if the percentage is not acquired an employee will be able to obtain the insurance only if an examination indicates that he is in good physical condition. Under these circumstances the individual pays for the examination.

This is an unusual opportunity for you to obtain insurance coverage on your life, and for accident, health, hospitalization, surgical and laboratory fees at a very reasonable cost to you.

WU9 GOVT. LG—WASHINGTON, D. C. AUGUST 2, 1943—
TO THE MEN AND WOMEN OF S. MORGAN SMITH CO.
500 LINCOLN ST.

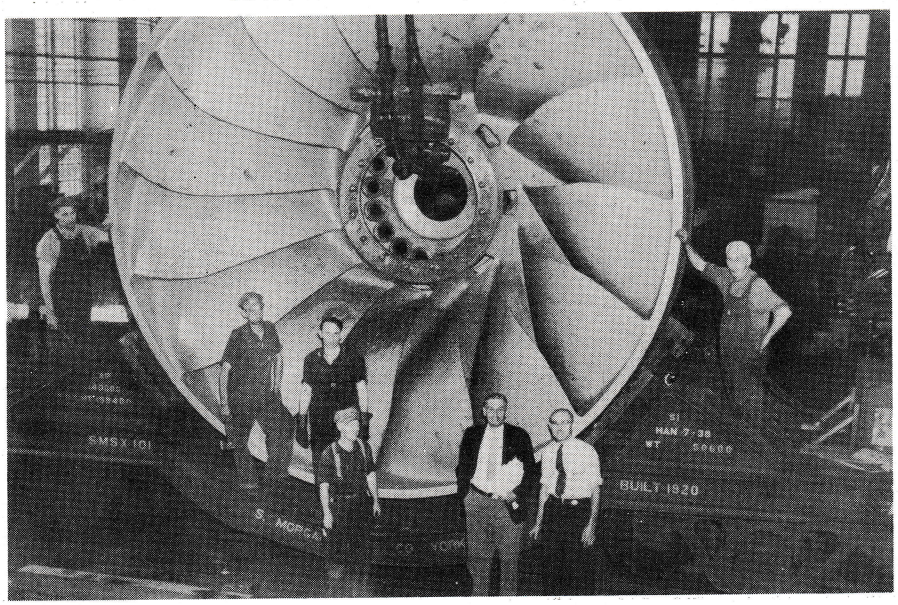
A RECENT COMBAT REPORT FROM THE ALEUTIANS SPEAKS OF THE EXCELLENT PERFORMANCE OF THE TYPE OF CATAPULT YOU ARE BUILDING FOR THE NAVY. THE COMMANDING OFFICER OF A CARRIER WHICH PARTICIPATED IN THE VICTORY AT ATTU STATED: "DURING A TEN-DAY PERIOD WE SUCCESSFULLY LAUNCHED SCORES OF PLANES BY CATAPULT. ONLY ON TWO DAYS WAS THERE SUFFICIENT WIND OVER THE DECK TO GET THEM OFF BY FLY-AWAY. INASMUCH AS THE SHIP WAS OPERATING IN SUB-INFESTED WATERS, THE PLANES COULD BE LAUNCHED BY CATAPULT EVEN THOUGH THE SHIP ZIGZAGGED ON A BASE COURSE INTO THE WIND." OUR NAVAL AVIATORS ARE GRATEFUL TO YOU WHO ARE THUS HELPING THEM TO CARRY OUT THEIR MISSIONS DESPITE ADVERSE CONDITION. THEY COUNT ON YOUR BEST EFFORTS TILL OUR ENEMIES ARE BEATEN INTO UNCONDITIONAL SURRENDER.

JOHN S. McCAIN, REAR ADMIRAL, U.S.N.,
CHIEF OF THE BUREAU OF AERONAUTICS.

MS7 42 MS DAY LETTER, YORK, PENNA., AUGUST 2, 1943.
REAR ADMIRAL JOHN S. McCAIN
CHIEF BUREAU OF AERONAUTICS
U. S. NAVY DEPARTMENT,
WASHINGTON, D. C.

THANK YOU FOR YOUR TELEGRAM ADVISING US OF THE SATISFACTORY PERFORMANCE OF CATAPULTS WE ARE BUILDING FOR THE NAVY. PLEASE BE ASSURED THAT YOU CAN COUNT ON THE BEST EFFORTS OF EVERY EMPLOYEE OF OUR COMPANY UNTIL FINAL VICTORY IS WON.

BEAUCHAMP E. SMITH, PRESIDENT, S. MORGAN SMITH CO.




167¼″ H–2 Runner. Shipped July 8, 1943, to Douglas Dam, T.V.A. Weight, 112,235 pounds; head, 129′ maximum; H.P., 50,000; R. P. M., 94.7; height above rail on shipment, 17′ 2″ and 8′ 2″ wide. Blocking on car weighed 1,165 pounds.

This war certainly causes a lot of inconveniences among us home-loving folks. First of all everybody was encouraged to have a victory garden, which was all right although a lot of time and labor was required to get the things to grow. One Donald Thompson, Navy router, had a lot of corn which had ears of a fair size, but not fully matured, when along came the beetles and started enjoying the corn.

Still having trouble, Don? Why not ask Al Shaffer for advice?

* * *

Wanted—a couple of good horse shoe pitchers. In July John Kunkel and Bob Miller, Dept. B, began tossing around horse shoes over the noon hour. Soon they were joined by Harold Miller, Store Room, S. A. Patterson and Dick Wolf, Dept. B. They are going to play every noon from about 12:15 to 1 in the lot between the Navy building and the main office. As soon as more players show up, a league is going to be organized.

* * *

Did you have anything to be happy about on Sunday, July 25? Carolyn Nusbaum, Cost Dept., did. Her husband arrived unexpectedly from a Maine Army camp for a week's furlough.

* * *

An excerpt from one of Sgt. Walt Bailey's letters to Harvey Trone, Dept. C.: "But the good times here will never match up to the good times back home. I guess you civilians aren't having such good times as there used to be. You know, sometimes the fellows get together and have a bull session and pity the poor civilians back home. Because we fellows are getting some pretty good deals, even though some of us may have the misfortune of war. Be what may, I have no complaints, except I haven't had a furlough since I've been in the service and don't expect one. That's one reason I figure I'll be back. My furlough will come after the war. And that sounds pretty good.

"So all you guys back home keep the fires burning and we fellows will bring home the bacon."

* * *

Have you seen what's inside that small box that a proud father, Walter Leese, Guard, has been carrying around? He sure has a right to be proud, because it's the Purple Heart that was awarded to his son, Russel, who was wounded campaigning with the U. S. tank corps in North Africa. The medal was mailed May 21, but Walter didn't receive it until July 26. Pvt. Russel Leese is now in the 20 Convalescent Hospital, A. P. O. No. 371.

* * *

Martha Bender, Cost Dept., and Louise Auman, Floor 1 clerk, represented the girls of the plant at a Defense Recreation meeting July 20. The meeting was held in the Manufacturers building, and conducted by Margaret R. Swartz, superintendent of recreation. The delegates discussed recreation for girls in defense. Tennis, archery and badminton were scheduled for August 9, 16, 23 and 30. Bicycling and bowling are on the bill for September, and a basketball league in November is in the offing. All girls who are interested in this type of recreation are cordially invited to bring their own equipment and come to the Meadow Field on these nights at 6:30. Ask Louise and Martha for additional information.

* * *

Employees of Dept. B held their annual picnic Saturday, July 17, at Kunkel's Mill. The entertainment was fishing, hunting, horse shoe playing and target practicing. The refreshment committee consisted of Bob Miller, Elmer Spangler, Bob Flohr, Ken Frey and Carrol Dern. The chief cook and bottle washer, Dan Flohr, made the dinner, chicken corn soup. Dan makes the best chicken corn soup in the whole county. The lucky fishermen were George Hazelhurst, Walter Hockensmith and Ken Frey. Each caught a nice sized cat fish. Musical selections were given by Reed Everhart, who also provided a victrola loud-speaking system which played the dinner music.

Elmer Spangler did a few old-time jig dances. He was going nicely until the old tangle foot crept up and bit him in the back of the head. Poor Elmer had to lie down and rest a while, because he couldn't tell whether it was head up or feet up. Raymond Henry, better known as Hoiman, drank too much pump water—the results being Hoiman trying to pull the big trees out of the ground with his bare hands. We finally persuaded him to lie down and rest also, since the sun might give him a sunstroke.

The horse shoe championship was played off between Pat Patterson and Red Runk and Bob Miller and Dick Wolf. Well, Dick and Bob are still singing the blues. After the dinner had been served there were two well-known games played which excite the blood pressure of most people. The alcoholic chorus sang a few selections, and the day ended with everybody feeling happy.

* * *

Who would like to sleep until ten minutes before starting time? Ask Wilbert Beaverson, electrician, who lives in Manchester, how he did it.

* * *

It took some scheming, but we finally did discover that July 29 was the tenth wedding anniversary of Mr. and Mrs. Leon Eisenhart. Leon works in the Plate Shop, and Mrs. Eisenhart, best known to everyone as just "Grace," is the asst. supervisor of the Cost Dept. Belated but nevertheless hearty congratulations to both of you!

# UP *and* DOWN *the* AISLE

Did you know that on July 31, 44% of the S.M.S. servicemen were privates? Privates first class numbered nine; corporals, just four, counting William Test, who was just made a corporal in July. The number of "hard-boiled" sergeants who used to be S.M.S. employees had been boosted to nine by the promotion of Frank Kinley in July. Only three boys were lieutenants. On the naval side of things, there was one fireman 3/c, one fireman 1/c, three seamen 2/c, one machinist's mate 2/c, one musician 2/c and one apprentice radio man 3/c. The number of air cadets totaled two. Sgt. Ira McHenry was in North Africa (maybe it's Sicily now). S. Sgt. Robert Adreon, Walter J. Avis, F 1/c, Gordon Drescher, MM 2/c, and Alfred H. Welty, S 2/c, were "somewhere" on the Atlantic or Pacific.

But no matter what their rating or branch of service, they all like to receive mail. Have you written to a soldier lately?

* * *

We heard that Oliver Dentler, a rigger in Dept. A and Floor 1, has been providing the residents of Hillcroft with entertainment until the completion of their amusement park. Twice he was seen tumbling down the embankment behind his home—one time with a bucket which contained Japanese beetles. Of course they spilled in the other fellow's yard. Olie said he didn't know where to put them anyway, so why not be neighborly!

* * *

At a dinner in July, Mr. and Mrs. Arthur M. Holmes announced the engagement of their daughter, Marie, to Walter Jackson Avis, F 1/c, son of City Patrolman and Mrs. M. L. Avis, Jr., 537 Cleveland Ave. No date has been set for the wedding. "Jackson" used to work in Dept. B. Mr. Holmes works on Floor 3 and 4.

* * *

If you haven't been able to account for the "cat ate the canary" expression that Al Shaffer, Tool Room Foreman, has been sporting lately, here's the inside story (in case he hasn't already told you).

It all goes back to his recent discovery of how to give the Jap beetles on his grape arbor what they aren't looking for. Al says, "Get up real early so you're not late for work like I was the first morning and get under the grape arbor with a broom or a wash prop and then shake (the grape arbor) like all thunder. They're sleeping under the leaves then and they come down like rain; it's murder. A thorough sprinkling with the kerosene can is the final operation." If you can't try it this season keep it in mind for next year's crop and ask to see Al's "E" (for exterminator) award after he gets it from the U. S. Dept. of Agriculture.

* * *

In July, Red Runk, Dept. B, was presented with a birthday cake, decorated with four candles. His claim is "sweet sixteen plus and never missed." Everybody in B enjoyed a small hunk of his cake. We wish Red many more birthdays—we sure like cake.

* * *

George Grove, Tool Room, thinks that these fellows in the city with victory gardens shouldn't cry about a few bugs and beetles. George has some real trouble in the way of groundhogs that are eating his crops as fast as they come out of the ground. So far they've gotten all the peas, string beans, red beets and sweet potatoes, and for a little relish are now working on the pickles. George is crying for help and that old groundhog-hunter, Carl Hake, is trying to oblige with his 30-06. What luck, boys?

* * *

Claude Breneman, Navy Dept., injured the third and fourth fingers of his right hand Friday, July 23. It required three sutures to close the wound. The accident caused no lost time in the shop, but the Thursday night bowling was out.

* * *

Hilda Knaub, Dept. B clerk, was absent during the week of July 18 because her husband, U. S. Army, was home on a furlough.

* * *

Our company was represented to the Federal Electric Commission of Mexico by Paul Young, sales engineer, last month. His work in Mexico City concerned the sales of hydraulic turbines and butterfly valves.

* * *

We've discovered that Hans W. Hamm, Design Dept., whose charcoal drawing of Henry Wuerthner, Weld and Plate Shop doorman, was reproduced in the June issue of "Turbine Topics," is a talented author, too, who has written a number of technical articles. One of them, "Design of Sleeve Bearing by Hydro-Dynamic Theory," was published in a recent issue of "Product Engineering."

* * *

During the last week of July, when the city tennis finals were played off, Wib Robertson became the Senior Men's Singles Champion. Wib is the son-in-law of Charlie Younker, who works in our lab.

* * *

We regret that we received this picture of David F. Walters too late for publication with his obituary in the July issue. Dave died suddenly on May 30. He was a sweeper in the Navy Dept.

On January 26, 1942, we began machining inside and outside turret rings for Thomas Shipley, Inc. Dept. A continued turning out these rings until July 31, when all the contracts were filled.

Special congratulations to Nevin Ellis, Lionel Miron, Joseph Slick, Ralph Delisle, Earl Wolf, foreman, Roy Ebersole, Richard Jenkins, Chet Krall, Laurence Stump, Russel Fetrow, Ed Kinley, Ted Unger, Kenneth Weaver and Fritz Heede, all of Dept. A, Kurvin Strayer, who designed the special gauge used for the rings, Fred Straley, who inspected them, and all those persons in management who were responsible for the completion of the job.

L. H. Brenneman, vice-president of the Shipley company, sends his congratulations to those who are responsible for this "swell job" in the following excerpt from his letter to B. E. Smith, president of the company.

"We would also like to state at this time that we have appreciated very much the fine cooperation which your entire organization has given us during the past two years. The workmanship has been very good, schedules have always been maintained, and work has been done at a satisfactory price. We would like to have you advise all of those people who have been a part of this program that we think they have done a swell job and that we greatly appreciate it."

Machining the rings was the regular job of the first four fellows; the others worked on them at various times. The grand total of rings completed is approximately 1,819.

* * *

What is a good way to keep that fellow what got them long whiskers and what we all call uncle from reaching so deep in your sock for taxes? See the Bull of the Woods in the Tool Room. He founded out how to save one-thoid on his income tax for the price of one cegar, that is, the kind that salsmans hand out.

The oder day the Bull of the Woods in the Tool Room was reading one of them little books what says pay your income tax as you went when Hoiman, former R. I. N. C., come along and says to the Bull, "For one cegar I will tell you how to save one-thoid on your income tax." The Bull rushed over to one of his many secret vaults and came forth with a fist full of cegars and passed them out.

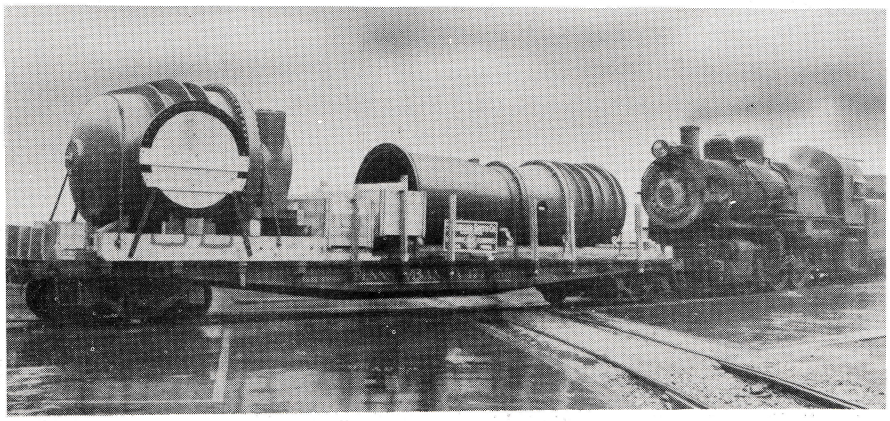
Then Hoiman forth with the method which were as follows: "See the management and have them cut your salary by one-third; that will reduce your tax by one-thoid. Thanks for the cegars."

* * *

Everyone was glad to see Burwell B. Smith, company vice-president, return just as hale and hardy as ever after a month's illness. It must have been that Merepoint, Me., air that effected his speedy recovery.

The S. M. S. Patriots and the band sponsored a picnic for all company employees and the general public on Saturday, July 31, at Farquhar Park. The chorus spent the afternoon in the pool. At 7:30 the Pensupreme band assisted by the company band gave a concert. Other musical numbers were played by the Hill Billy Serenaders and the All Star Trio, composed of Richard Jenkins, Dept. A, piano; William Enterline, Dept. A, electric guitar; and Reed Everhart, Dept. B, marimba.

Recently the chorus elected the following employees to serve as officers for the ensuing year: honorary president, B. B. Smith, company vice-president; president, Billy Sterner, Plate Shop; vice-president, Raymond Hess, Design Dept.; treasurer, Martha Bender, Cost Dept.; financial secretary, Betty Weimer, main vault; recording secretary, Betty Zech, Production Office; director, Alfred L. Stumpf, Time Study; asst. director, Mrs. James Klinedinst,



PICTURED ABOVE is the 60" welded plate steel rotovalve, the world's largest, and accompanying increaser sections leaving our plant. Dana Kepner, Denver office, sent us this description of the valve which he noticed in the July issue of Denver Water News.

"THE LARGEST rotovalve in the world was installed just outside of the West Portal of the Moffat Water Tunnel on January 30, 1937. The valve makes possible the independent operation of the two sets of collection canals. Water from both the Vasquez Creeks goes through it, while that of the Fraser River, Jim and Buck Creeks is diverted above it. In due time, most of this water flows through Denver faucets and it is almost as easy to operate the valve as it is to turn on a faucet. This is the only valve in or about the tunnel; it weighs 34 tons, has an inside diameter of 60 inches and dimensions of 12½ feet long, ten feet two inches wide and 10½ feet high. It is of steel and bronze and its magnitude taxed the facilities of one of the world's largest manufacturers of valves. At this point where it is used, it must withstand water pressure of 110 pounds per square inch, a total of 311,000 pounds pressure."

# UP and DOWN the AISLE

pianist; personnel director, E. Everett Pierce, Personnel Office; asst. personnel director, John Markle, Pattern Shop; custodian or librarian, Betty Becker, Production Office; asst. librarians, Julia Lehr, Traffic Dept., and Hilda Miller, Navy Dept.; business manager, Claude Breneman, Navy Dept.; and asst. business manager, Arlene Fitzkee, Navy, main office.

* * *

On the presentation of a belated birthday present to Dan Flohr by the employees of Dept. B, the boss's words were, "You fellows shouldn't have done this. I'll be damned if you should have."

Burwell Smith handed him the present and delivered a little speech on behalf of the men of Dept. B. Dan is a "Yankee Doodle Dandy, born on the 4th of July," 1891, and has been with the company since August 17, 1922. He used to be an inspector in Dept. B until last year when he was made the foreman on Sept. 28. Ask to see Dan's birthday present. It should be on his left wrist.

* * *

Mrs. Bernice Gardner, former clerk in the Navy Dept., and member of the chorus, has left the company in order to be with her husband, who is stationed at the University of Arkansas at Fayetteville, Ark. Before leaving she was presented with a cash purse of 17 dollars by the employees of the Navy Dept. who miss her very much.

Anybody caring to correspond with Bernice may use this address: Mrs. Irvin H. Gardner, 527 N. Lindell Ave., Fayetteville, Ark.

* * *

"Wing Wong" Hatchet war. We find that the hatchet wars do not only occur in Chinese circles. In checking over our plant personnel, we find some very good camouflage artists, specializing in hatchet painting, that the Army has missed. See Russel Little for details.

## PRODUCTION NEWS

Harry Luckenbaugh became the proud father of his first son, Robert Franklin, Saturday, July 17. The baby was born at home, and weighed nine and one-quarter pounds. Harry, who works in the Plate Shop, treated the fellows over there to York Imperial cigars. Congratulations, Harry —and thank you.

A son, Dale Eugene, was born to Mr. and Mrs. John Markle on July 5—a bouncing baby boy. Ask John, Pattern Shop; he'll do some of the bouncing.

There seem to be some modest fathers too, who didn't spread the news far enough for it to reach the ears of the reporters. On May 27 Ed Plowman, Weld Shop, became the father of his second daughter, Lona Marie, who weighed six and one-half pounds. Congratulations, Ed.

Congratulations to "Jake" Helfrich of the Tool Room on the birth of his son, May 31. Jacob Jr. weighed seven pounds, one ounce.

Elaine Janice Brenneman puffed up her papa, Ralph, with pride when she arrived June 17, weighing nine and one-half pounds. Already she's as good at swinging on rafters as her father who works in the Weld Shop.

Our apologies for all these belated announcements.

* * *

August 2 was the seventieth birthday anniversary of Jim Strayer, Traffic Manager. George Jessop, Ferd Witmer, Kurvin Strayer, William McIlvain, Elmer Aughenbaugh, William Kling, Dan Flohr, Al Schenck, Earl Jennings, P. J. Rees, Earl Wolf, Reuben Reisinger, Russel Little, Grant Voaden, Raymond Dietz and B. B. Smith were attending a foremen's meeting on that Monday afternoon and called Jim in. B. B. Smith presented him with a birthday gift from the group, a billfold and a bottle of hair tonic. Birthday congratulations from all of us, Jim.

* * *

Congratulations are in order for Billy Sterner, Plate Shop. On July 17 he and Dorothy M. Hively, daughter of Mr. and Mrs. Edwin F. Hively, 308 E. Jackson St., were married at 6 p. m. in St. Paul's Evangelical church. The single-ring ceremony was performed by the Rev. C. Carroll Bailey, pastor of the church. Only the immediate families were present. Following the ceremony, a reception was held at the bride's home. Then the newlyweds left for a short trip. Mrs. Sterner works in the office of the York Hoover Body Corp.

When Billy returned to work Monday, July 26, his partners in the Plate Shop had the place "decorated" and had boxes and boxes of "surprises" for Billy to open.

## VACATION NEWS

June Kehoe, Dept. C clerk, and her husband spent the last two weeks in July vacationing. On July 31, her husband ended his vacation by reporting to Harrisburg for his preinduction test.

Ralph Fissel, electrician, spent the week of July 18 on a vacation. We regret that his father died at this time. Everyone sends sincere sympathy to Mr. and Mrs. Ralph Fissel and family.

Paul Heidler, Navy Dept., was on a week's vacation from July 26 to 31 visiting relatives in Chicago. This was the second week's vacation for Paul this season.

"Tip" Allison, Inspection Dept., and his family spent a two-week vacation at Ocean City, N. J.

Guard Harry Scott visited Washington with friends to attend the night game between Chicago and Washington July 27. Being an ardent York fan, with the home team away—he goes to Washington.

Thomas Farcht, Navy Dept., was on a vacation during the last week of July which included an automobile ride with a WAC to Arkansas and a train ride back home—alone. Tommy's girl friend was home on a five-day leave and was being transferred from Florida to Arkansas. She is a 2nd lieutenant in the WAC's.

From July 11 to 17, B. H. Denues, Electrical Dept. Foreman, and his wife vacationed at Wildwood, N. J.

Bill Myers, Receiving Dept., spent the last week of July vacationing at East Prospect. Being a good patriotic citizen, he hiked the whole way to and from East Prospect. We don't know what the attraction was but there must be some good likker down thar in them York county hills.

Martha Bender, Bette Foust and William Jamison, Cost Dept., and Ruth Jamison, main office mail clerk and telephone operator, are some of the employees who have enjoyed vacations at the bungalow of Mr. and Mrs. S. Homer Peterson at Ocean City. Mr. Peterson is the Asst. Chief Estimator of the company.

Well, it was back to work in July for several employees of the Navy Dept. who had spent their time and money vacationing. Roy Craft spent a week at home; Ralph Sell, a week at home; Hilda Miller, a week at Virginia Beach, Va.; Richard Keffer, a week at Stone Harbor, N. J.; Robert Peco, Navy inspector, a week in Brooklyn, N. Y.; and Milton Strausbaugh, a week remodeling and moving into a home he purchased recently.

It seems as if the whole shop office has chosen the seashore as a vacationing spot this year. Dale Stouch, supervisor of the Production Office, spent a two-week vacation at Ocean City. The following weekend, Betty Becker, Production Office; Romaine Shaffer, Cost Dept.; Betty Zech, Production Office; Mary Shaffer, Time Study; and Julia Lehr, Traffic Dept., went down to paint Atlantic City red (but the town painted them red instead). The two Bettys and Romaine returned to work Tuesday, but Mary and Julia remained a whole week to soak up some of that famous sunshine.

## PROBLEM OF THE MONTH

"Who Is the Engineer" was submitted by the Engineering Dept. They received it from Dave Lehr, one of our erectors, who reports that the problem originally appeared in an engineering examination given by the Bethlehem Steel Co. and that two hours were allowed for its solution. Can you determine who is the engineer in less time?

A train is manned by three men, Smith, Robinson and Jones. They are fireman, engineer and brakeman, but not respectively. On the train are three passengers of the same names as the train crew; a Mr. Smith, Mr. Robinson and Mr. Jones.

Consider the following facts:

1. Mr. Robinson lives in Detroit.
2. The brakeman lives half way between Detroit and Chicago.
3. Mr. Jones earns exactly $2,000 a year.
4. Smith beats the fireman a game of billiards.
5. The brakeman's nearest neighbor, one of the passengers, earns exactly three times as much as the brakeman.
6. The passenger whose name is the same as the brakeman's lives in Chicago.

## ANSWER TO LAST MONTH'S PROBLEM

The length of the plug in last month's problem can be determined by setting up a direct proportion between the lengths of the plug and collar and the differences between their large and small diameters, respectively.

Stated in equation form, we have:

$$\frac{\text{Length of plug}}{\text{Length of collar}} = \frac{\text{Large dia. of plug} - \text{small dia. of plug}}{\text{Large dia. of collar} - \text{small dia. of collar}}$$

Substituting the known values we now have:

$$\frac{\text{Length of plug}}{6.700} = \frac{4.500 - 3.200}{4.300 - 3.800}$$

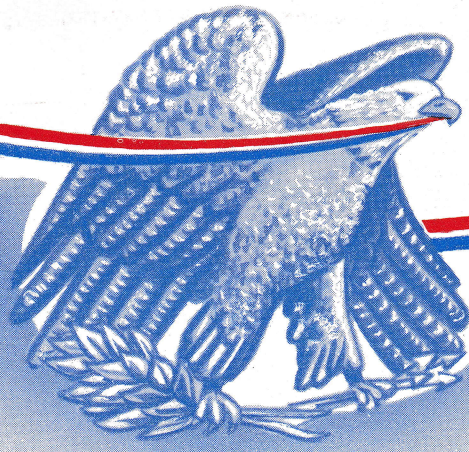
By simplifying the numerator and denominator of the right hand member of the equation we have:

$$\frac{\text{Length of plug}}{6.700} = \frac{1.3}{.5}$$

Multiplying both sides of the equation by 6.700 and cancelling, we have:

$$\frac{\text{Length of plug}}{6.700} \times 6.700 = \frac{1.3}{.5} \times 6.700$$

And by collecting the terms of the right hand member of the equation we have the answer: Length of plug = 17.420″



# HONOR ROLL

## For Employees of S. Morgan Smith Co.

*Who Have Joined*

## THE ARMED FORCES

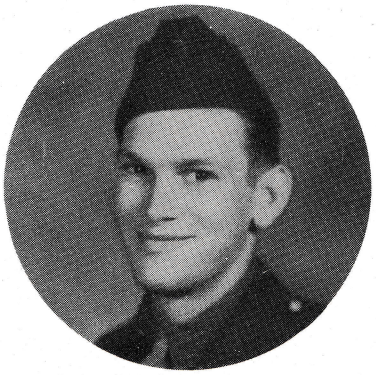
R. ADREON
C. ANSTINE
J. AVIS
W. BAILEY
W. BAIR
E. BAKER
M. BIEVENOUR
S. CRONE
G. DRESCHER
C. HOKE
R. KETTERMAN
H. LEIBENKNECHT
C. MEISENHELTER
R. MEISENHELDER
C. MOWERY
W. MUSSER
I. McHENRY
C. RAIFSNIDER
K. REEVER
H. STRAYER
J. STROBECK
G. WECKER
C. WILT, JR.
C. CUNNINGHAM
F. KINLEY
R. McWILLIAMS
G. WINAND
E. CUSTER
G. KOHLER
L. LIGHTNER
J. McHENRY
R. MYERS
W. SENFT
J. SHAFFER
J. DELLINGER
A. WELTY
J. ROWE
R. SPRENKLE
W. TEST
H. ELICKER
W. BENNINGTON
K. HEINDEL
J. McSHERRY
D. REID
N. VanHORN
L. FISHEL
R. SPONSLER
J. BOECKEL
J. BOLLINGER
A. BORING
M. GLADFELTER
R. RAUCH
C. RUDACILLE
R. KRESSLER
D. SNYDER
P. SMITH
G. EARLY
E. KRAUS
S. RAUHAUSER
J. YOUNG
H. HESS
E. GEIST
C. REISINGER
R. GROSS
R. HESS
C. MILLER

**KEEP IN CONTACT—WRITE TO THEM OFTEN**

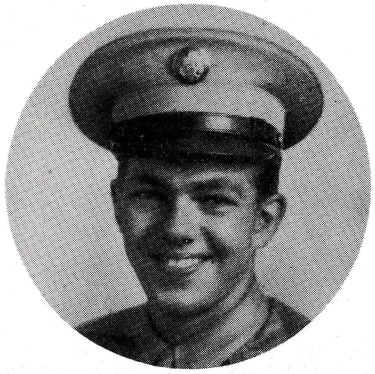
SEE PERSONNEL OFFICE FOR ADDRESSES

★ ★ ★

Pvt. George C. Kohler

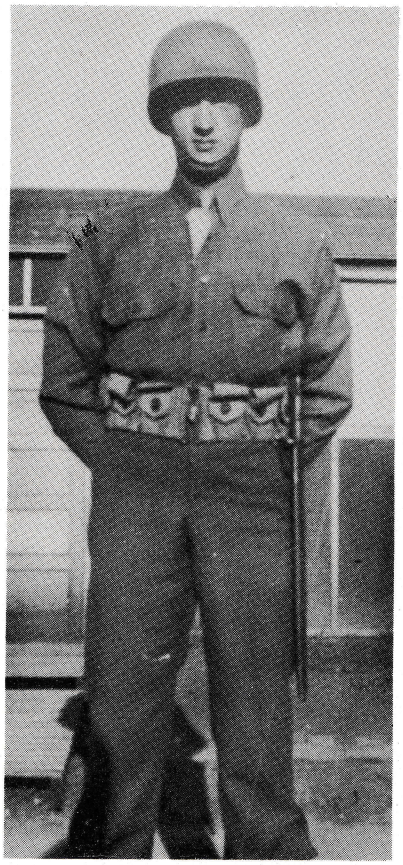


Pvt. James Rowe



Pfc. Calvin Rudacille

Pfc. George T. Winand



Pvt. Clair Cunningham

Cpl. William E. Test

One of the men in the Design Dept. spent a two-week vacation out of town last month, and each week he timed his mail to reach the office on or before each Friday. In this mail he inclosed his contribution for the Victory Fund Box.

Each of his contributions was accompanied with a limerick.

Now you don't have to write a limerick to go with your contribution when you go on your vacation, but don't slip up on your V-Fund weekly chip-in.

The first one ran thus:

*Down here where there's no need of clocks,*
*I'm stranded at sea on some rocks.*
*Guess you thot I'd forgot,*
*So drop this in the slot*
*Of the Design Room Victory Fund Box.*

This was followed the next week by:

*What luck when Jack Fisch hired Phyllis;*
*Each Friday she comes 'round to bill us,*
*It costs us two bits,*
*But look what one "gits,"*
*A smile worth a million to thrill us.*

# V ◇ ◇ ◇ — MAIL

*Ft. Lauderdale, Fla., June 23*

*I received your ever welcome victory fund money order and again want to express my appreciation for it to all employees.*

*I have been up in the air twice now, and even though I got sick, (those torpedo runs are pretty rough, especially when you are sitting in the tail where all the swaying takes place) I know I will get over it soon and learn to like flying in no time.*

*I like the base here a lot, it is the best we have been at yet. We don't get much liberty, and this small town is polluted with uniforms of servicemen. Ratio of servicemen to girls is at least ten to one.*

*We are getting a greatly varied and at the same time concentrated program on flying and its fundamentals. We have parachute and life raft drills, clean and repair machine guns and fly—shoot and lots of other aerial phases.*

*Give my regards to all my friends if possible, and thanks a million. I only have about five minutes yet before lights out, and must bring this letter to a close.*

*Lots of good luck and keep punching. We are.*

*Your friend,*
CHARLIE RAIFSNIDER.

*Tampa, Fla., June 23*

*I wish to thank you for the very nice card I received from you. I just wish that I were still with you back there because that sure is one swell bunch of fellows in the Plate Shop.*

*We have been very busy down this way ever since I came back from furlough. We are short-handed as far as mechanics go. Sometimes one man must take care of four airplanes. And I mean that keeps a fellow stepping very lively. But I like to work like that because then the time slips by faster.*

*We crew chiefs have been very fortunate in the past couple of weeks. They have stopped dive bombing, so now all our pilots are taking cross-country hops. Every time a pilot goes on cross-country hops he takes a crew chief with him. I have seen more of the states since this happened than I ever dreamed of seeing. I have over sixty flying hours to my credit now. I even got north as far as Washington, D. C., and I slipped home for a few minutes from there.*

*I sure do appreciate the booklet that you send me every month, and also the victory checks. I wish to express my most profound thanks to you and the personnel of the whole plant.*

*Yours truly,*
CLARENCE MEISENHELTER.

*Camp Beale, Calif., June 6*

*I guess you have been wondering why I didn't answer. I was home on a 15-day furlough and I would have liked to come down to visit S. M. S., but because of gas and everything. . . . I thank you so much for the $5 money order. I certainly can use it now since I spent so much to get home. I enjoy "Turbine Topics" very much. It is a swell book.*

*Sincerely yours,*
PVT. EARL CUSTER.

*Camp Hood, Tex., May 31*

*I want to thank you for your nice Victory check I received this past week. It sure makes a fellow feel good to know you fellow workmen at home think of us. You know that out of about 200 soldiers in my troop, I'm the only lucky one that their fellow workmen do that for. Whenever GI calls my name out at mail call and hands me that long envelope, my buddies around me yell, "There's Dutch's check again!"*

*In today's mail I received my latest copy of "Turbine Topics" and I must say that it's getting better every time. I enjoy reading those letters from the other boys in the service. I sure will look forward to receiving my next number.*

PVT. DUTCH MYERS.

*Camp Cooke, Calif., May 5*

*Received the V note also the new magazine. Thanks a million. The gang is sure clicking on the Victory Fund. If some of these outfits on the outside would click that well things would be O. K.*

*If I had the pull to do it the coal miners and these birds at these rubber plants that are on strike would be right in here alongside of me. Then I would take them on some of these short 25-mile jaunts to burn up their pups. Every time they would lay them down less than 120 a minute I would step them up with a bayonet. I think after the first time when they took off their shoes and the smoke flew, they would say to Doc, "There they are," and would be glad to go back to work. That's the only solution to break it up. Course this is only my idea.*

*I was one of the guys with a blister the whole length of my big toe and had to have it lanced. Told the Doc, "There they are." He lanced it and put alcohol on it. . . . #@*&%@*. I did have a real hot foot then. Ha, ha.*

*Tell the gang I said hello and to keep humping.*

HOKEY.

*Camp Gordon, Ga., June 13*

*Just to let you know I received that "Turbine Topics" and also a letter with another V note in it. I want you to know how much I appreciate both of them. "Turbine Topics" is something I am very proud to receive, because it brings me a little closer to home and I am proud to show it to my fellows in the company. Then they can see what the people back home are doing, and it certainly is grand to read all the letters that the boys write.*

*I am sorry that it has taken me so long to write, but I am a supply sergeant and we are doing some strenuous training now. I have a lot of boys to keep happy. By that I mean see that their shoes are in good shape and also their clothes and listen to their different stories that this is not right and that doesn't fit. Since this is all new to me, playing mother to about 160 boys, and all my bookkeeping and my one-fingered typing, it really keeps me very busy.*

*I want to thank you all again for doing such a wonderful thing for us boys in the service, and hope the S. Morgan Smith Company can continue with the successful business that it is now doing. I also had a letter from Russel Little. It was a grand letter and I am going to answer it now.*

*Yours truly,*
ST. SGT. H. E. LEIBENKNECHT.

*Dalhart, Tex., July 12*

*I've been meaning to write a few words for the newspaper ever since it*

# V-MAIL

*began, but I either put it off till the next evening or I was scheduled for something which prevented my doing so. So when the Army schedules your hours every day you either have to be lucky to have enough time to write or take time out yourself and hope about the consequences. But today I happen to have the afternoon off. I was scheduled to fly but at the last minute it was cancelled.*

*I guess you've been wondering what I am doing. Well, after finishing Radio School and Gunnery School I was sent to Salt Lake City to be interviewed and classified. Then, because of my specialized schooling and training I was assigned to a combat crew on a B-17 at Pyote, Tex. We were supposed to spend our first phase of combat training there. It was to last 30 days, but was cut short. For our second and possibly our third phase (from all sources of rumors) we are scheduled to spend the next 70 days here. These phases of training are from ground school to high altitude and low altitude bombing missions and gunnery missions. Last week our new navigator arrived and we now fly calibration flights at night. We now have a full crew of ten men which a flying fortress needs in combat operation. Yes, that word "combat" will be a reality in about three months or maybe less.*

*In ground school we study each part of the ship down to the smallest mechanism. We also spend several hours on the range. We are learning to use the machine guns and sub-machine guns pretty handy. The .45 automatic we are also using to a great extent, because it is the only arm we will carry in combat. All in all, while going through this training we're having a swell time. The officers, especially, are a swell bunch to work with.*

*I received that much appreciated "V-Note" again and also the latest "Turbine Topics." It's getting better every time. It's great to see pictures of the gang you worked around in the past. Sorry I haven't a new picture of myself to send you. And those letters from the fellows always is the first page I read. It's good to hear how each one is getting along. I don't know Ray Ketterman personally, but he sounded like a "wolf" at the end of his letter. As for Jack Avis, did he run out of ink? What's he doing and where? And how about handsome Ty Power (John Strobeck)? I've tried to contact him several times, but no luck. Tell him to send his picture in, pronto! (Wonder if he still has that "cookie-duster"?)*

*Those pictures of the bowling banquet sure made me homesick. I noticed that Fitzkee and Stokes are still top bowlers at Smith's. And those Joe's in Dept. C who think they're champs . . . only because I wasn't there to give them a little competition. Seriously, those pictures looked great. Print pictures of any interest in and around the plant. It's a great feature for us who are in the service. Keep up the good work.*

*I guess by now there are quite a few new faces at Smith's. I imagine plenty of changes have been made too. Well, I hope to be home soon and look the place over.*

*Give my regards to Dept. C and all the Joe's that know me in and around the plant. So long for now and lots of good luck.*

*Sincerely,*

SGT. WALT BAILEY.

*P. S.—Who submits those corney jokes?*

*Miami Beach, Fla., July 18*

*Thanks a lot for the money. It sure comes in handy.*

*Well, everything is fine here. I was put on shipment this morning at 9:30 and it's 12:30 now and we are waiting to be shipped. Tell everyone I think of them and write soon.*

"PAUL JR."

*Jacksonville, Fla., June 23*

*Hello to you and the gang. How's tricks?*

*I am one of four officers operating the 5th Machine Records Unit (Mobile) here in Jacksonville. The duties to which I was assigned this week are personnel officer, motor officer and supply officer. Plus that I will be in charge of the Officer's Qualification Card work as soon as I can get the other jobs well enough in hand. Before I was given these duties I had nothing to do, all day to do it and did it. That was tiresome as hell. Now if it wouldn't be for the whistles and my stomach I wouldn't know when to quit—and I love it.*

*The unit is a medium size mobile unit. There are three officers and 39 enlisted men assigned to it regularly. Right now we're a bit overstrength. We have all kinds of tabulating machinery—tabulators, sorters (card counting, punches, alphabetic and summary), interpreters, reproducers and collators. It's a beautiful set-up. Fortunately, we are located here permanently—at least for the time being. We do all the administrative work in a section of the building we are using. The machine work is done in the trailers because the machines are installed permanently. I have an office all by myself. Whatta set-up!*

*Another fellow and I have a very nice room in a private home, just outside the city limits—private bath and all. This is heaven compared to what I had before and that was O. K. The life and pay of an officer are much better!*

*I think that I've drooled enough for this time. The best of luck to you and all and don't forget to send me a copy of "Turbine Topics". That is an excellent publication. I look forward to seeing it.*

*Sincerely,*

BILL MUSSER, JR.

*North Camp Hood, Tex., June 2*

*I want to take this opportunity to have you thank the fellows for their wonderful spirit of friendship in doing their share and contributing to the Victory Campaign there in the shop. I would like them to know also that in the short time I worked with them and among them I became greatly attached to the men, personally, and to the shop in general. I can think of no other plant where there is a group of men I'd rather be with and work with. I never really appreciated this fact until I had to leave them: you know the old adage—"You don't miss the water till the well goes dry."*

*Thanks, fellows, thanks from the bottom of my heart for remembering me; and I might add that I would be very happy to hear from the fellows in the shop and in the offices. I would most certainly answer their letters.*

*Yours in service,*

DANE REID.

# UNION ACTIVITIES

Loyd Noss, Dept. C, president of the Local 1400, International Association of Machinists, submitted this item, an extract from the *Louisville* (Ky.) *Times*.

"NEED DEAD JAP?"

"Paterson, N. J.—A cigarette fund committee at the Wright Aeronautical Corporation which sends cigarettes to men in the armed forces rereceived this postcard: 'Many thanks for the cigarettes. However, I should like to put this on a business basis: One Jap for one carton of cigarettes. Please advise if you accept the offer and where you want the bodies sent.' "

* * *

A new law committee was appointed by Loyd Noss, president of Local 1400, at the lodge meeting June 21. The committee will draw up rules and regulations governing the new relief fund which has been set up by the unions of the York Motor Express Co., the York Electric Machine Co. and our company.

Members of the committee are J. Christianson and H. D. Pressel of the York Electric Machine Co., and Clarence Shanabrough, Floor 1, and J. Strayer, Jr., Plate Shop, of the S. Morgan Smith Co.

The shop union recently received the letter below.

HEADQUARTERS

SAN FRANCISCO PORT OF EMBARKATION

*Office of the Port Special Service Officer*

Fort Mason, California

June 25, 1943

Local 1400,
International Ass'n. of Machinists,
207 N. Belvidere Ave.,
York, Pennsylvania.

Dear Friends:

This is to acknowledge receipt from the Brown and Williamson Tobacco Co. of one case containing 10,000 tax free Raleigh cigarettes. These were marked for the Special Service Officer, Bldg. 69, Fort Mason, California. Your donation has been properly coded and dispatched to the place and organization intended and should arrive at its destination within a short time.

I desire to thank you for this excellent contribution to the comfort and welfare of the Armed Forces now engaging the enemy in the combat area of the Pacific.

With best wishes I remain,

Yours sincerely,
WILLIAM E. MILLIKIN,
Major, F. A.
Port Special Service Officer.

* * *

Our shop is turning modern, in keeping with the time.
I'll tell you all about it, if I can get these lines to rhyme.
We don't hold social dances, that is quite true,
The main reason is that the gals are are all too few.
But we have a band, chorus and a hill billy crew
That stay in over dinner to play for me and you.
Al Stumpf leads the band, he's all right in this place,
But it takes Jennings to lead the billies, fiddling on his bass.
We erected new buildings and painted everything all white.
Why we even hired policemen to make it look just right.
We all like to bowl, it is our main event.
All turn out to help who are the least bit pleasure-bent.
The monthly paper is now all the rage.
It holds the reader's interest as he turns from page to page.
With all these new attractions we certainly would be saps
If we don't all work like hell, to help to beat the Japs.

Kenneth Frey, Dept. B.

(An excerpt from one of Johnny Dellinger's letters to Pete Sterner, Plate Shop.)

Talking about how rugged I am now, well read this poem. I am strictly a man of fair play. Ha, ha. Let the boys read this poem too.

KILL OR BE KILLED

Brass knuckles and knives are your new tools;
Skip the Marquis of Queensbury rules.
Gouge out his eyes and kick in his knee,
Knife him from behind when he can't see,
Bludgeon his head and go for his groin,
Honorable ancestor let him join.
Slap the enemy down in the dust,
Using the butt stroke and the short thrust:
Kill with bare hands and let nothing delay
His timely end. Hooray for foul play!
Stamp and crush him with your hobnailed boot;
Bite and kick him. Hell, when do we shoot?

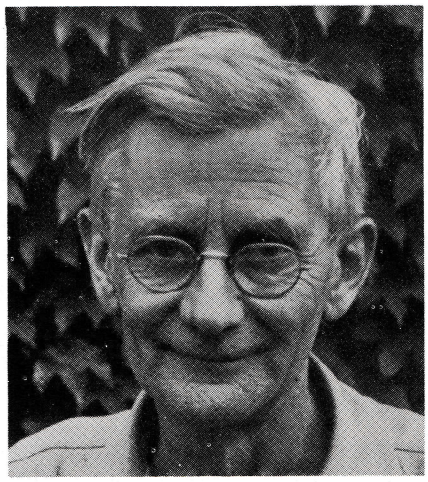
EDITORIAL STAFF

EDITORS—Raymond A. Dietz, Elmer E. Aughenbaugh, E. Everett Pierce, Jr., Grant H. Voaden

REPORTERS—James S. A. Strayer, George T. Phillips, Lynn Sterner, William Myers, John Godfrey, Philip Wecker, John Beigh, Robert Wolf, George Myers, Joe Warner, James Decker, Walter Allison, Gene Shindel, William Kling, Theodore Hake, Charlotte Kephart, Woodrow Smith, Robert Rudacille, Walter Rohrbaugh, Arline Fitzkee, Ruth Jamison

# EMPLOYEE BIOGRAPHIES

Following a suggestion made by William Kling, the editors of "Turbine Topics" introduced this feature in the July issue. This month the biographies and pictures are of Walter Gray, Sr., 47 years of service; Henry B. Reisinger, 45 years of service, and Edgar Rinehart, a new employee, whose name was selected by the lottery system.



WALTER S. GRAY, SR.

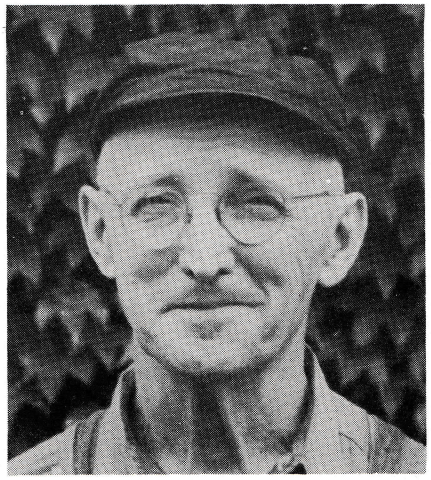
Walt was born in York county May 27, 1877, and attended the York public schools. He started his employment with the S. Morgan Smith company in 1895 as an apprentice machinist.

Walter started working for Charles Henry, who was in charge of all shop work at that time. Most of the machine experience during his apprenticeship was on a 10′ boring mill in the machine shop, present site of the Production Office.

Upon the completion of his apprenticeship, Walter worked in various departments and finally was made foreman of what is now known as erecting floor 3. Later this was combined with erecting floor 4 and Walter continued in a supervisory capacity under Daniel Lucking.

From this type of work Walter was transferred to installation of turbines in the field. After doing field work for several years, he was brought into the Production Office where he routed work under the supervision of P. J. Rees.

From the Production Office Walter again went back to the erecting floor and field erection where he is still doing an excellent job.



HENRY B. REISINGER

An S. M. S. assembler for 45 years—that's the record of Henry B. Reisinger. Before his employment here on October 1, 1897, Henry had learned the machinist trade at the Quickel & Bros. establishment on N. Queen and York Sts.

York was the place of Henry's birth on Sept. 12, 1871. He attended the North York grade school.

His son, George, a machinist by trade too, is now an instructor in the Hershey industrial school. Carl, Henry's stepson, is employed by the Western Electric company in Baltimore.

Unknown to most of us, Henny is a rose fancier, and he is reported as having an outstanding rose garden.

Since he has been with the company for such a large part of its existence, Henny has worked on practically all the larger jobs the company has produced. He helped to assemble the largest cast steel scroll cases ever assembled in our shop—those for the city of Seattle. He was a gang leader for the work on most of the jobs, such as Safe Harbor, Bonneville and the Georgia Power Company, to mention only a few.

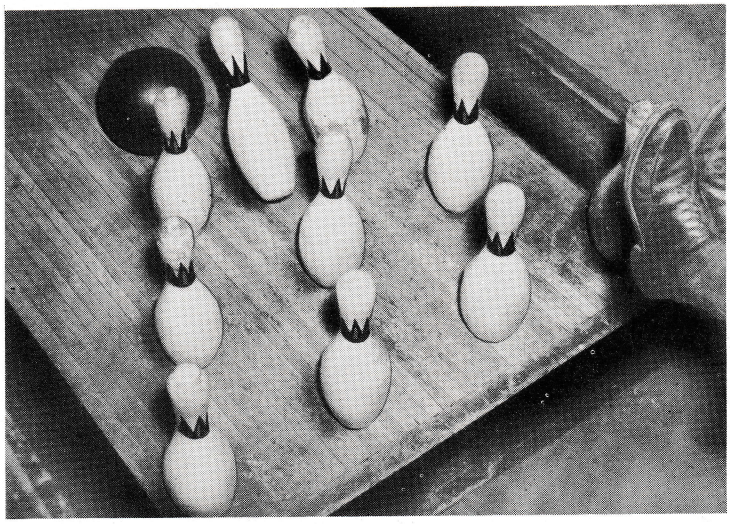
EDGAR RINEHART

Here's one of the men we've got to thank for that heat during the winter. Ed worked as a helper in the boiler room until this summer when he was put on the shipping and yard gang. He is one of our newer employees, but here's hoping that he will be with the S. M. S. company long enough to become one of the "Old-Timers" like Walt and Henny. Ed's name was selected from a box containing the names of all the company employees.

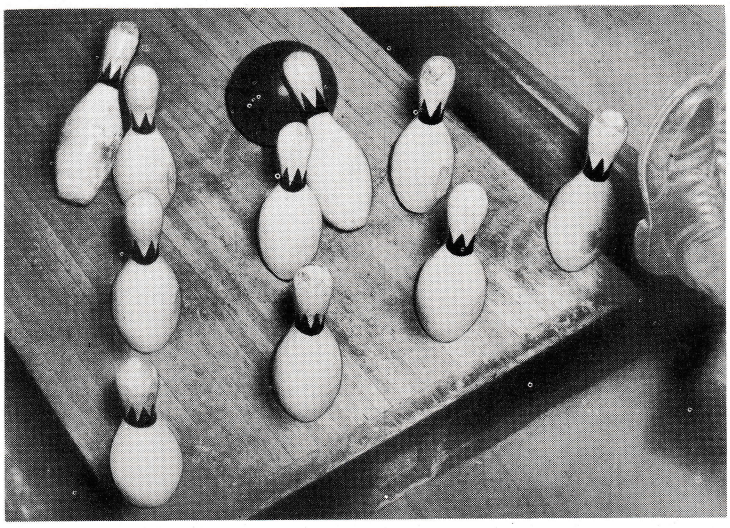
He was born on March 15, 1893, in York county and was graduated from the Shiloh school. Before coming to work here, he was a fireman at the Certain-Teed and a fireman's helper at the York Haven Paper company.

During the last war Ed was employed as a carpenter at Camp Meade and helped to construct barracks there. Later he was inducted into the Army and sent to the Aberdeen Proving grounds where he helped to test 14″ and 16″ guns. With guns like that, you must have helped to make some big BOOM's, Ed.

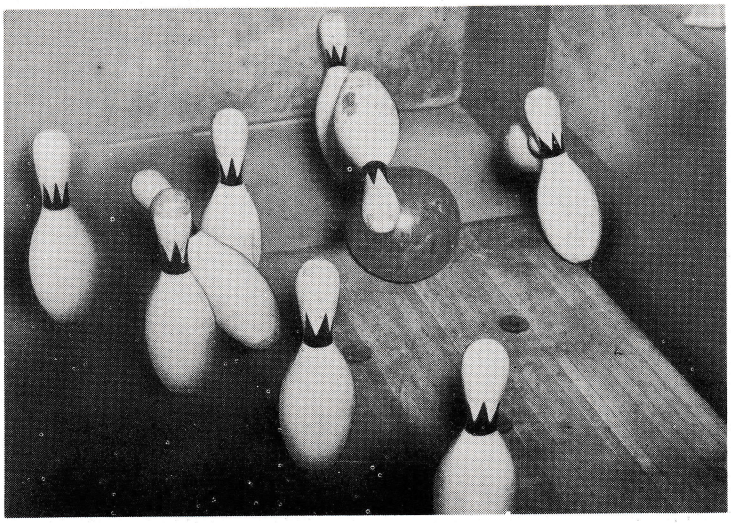
His only son is now a coast guardsman.



ALBIE GOTWALT throws a . . . . . STRIKE!



ALBIE GOTWALT gets a break . . . . . It was a STRIKE!



LOUISE AUMAN just misses her strike.

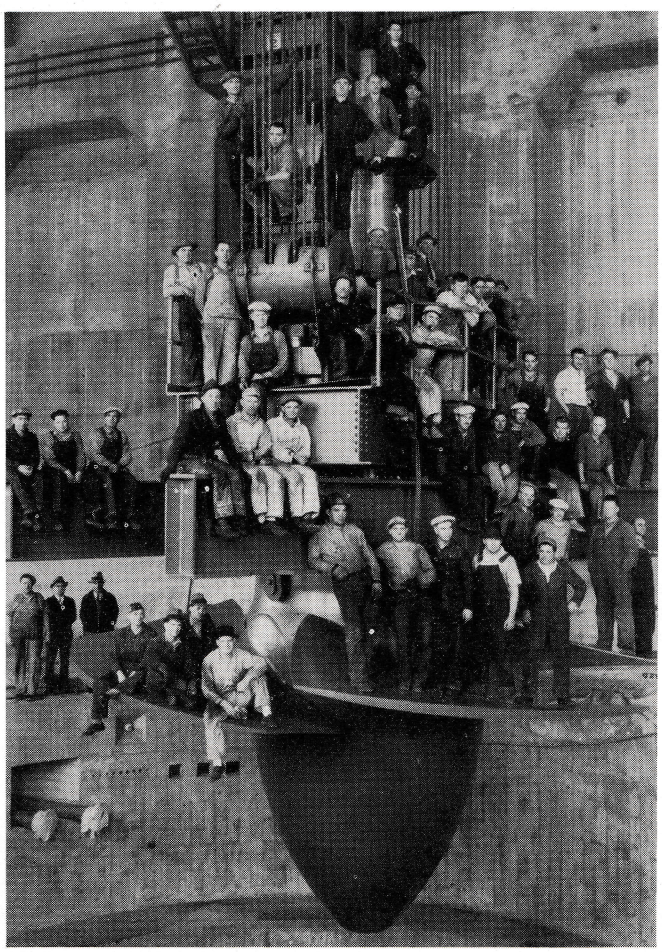
CLARENCE DEARDORFF and EDGAR RINEHART loading turnings with hooks and crane in the yard.

LOADING LURIA'S TRUCK WITH TURNINGS by using magnet and crane. (A full load.)

# CAMERAMAN . . . . .

## SMITH-KAPLAN RUNNERS

*Largest*



RUNNER ASSEMBLY being lowered into the wheel pit at Bonneville power house. Approximate weight, 330,000 pounds.

*Smallest*

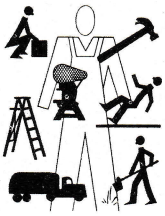
RUTH JAMISON is not a weight-lifter. She is holding a 4″ diameter adjustable blade runner, weighing less than one pound.

THE LARGEST Smith-Kaplan runner, 280″ diameter, 10 units of which we have built for Bonneville, which at 60′ head are rated at 74,000 H.P., 75 R.P.M. and use about 12,700 cubic feet of water per second . . . and the smallest, which if it were possible to use under the same head would develop only 15 H.P. at 5,250 R.P.M. and use only 2.6 cubic feet per second.

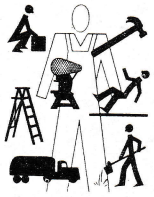
WILLIAM OERMAN, foreman of our painting department, in his "studio" mixing some of his famous "Oerman Red." Mr. Oerman was born in Hanover, Germany, on Washington's Birthday, 1871, and learned his trade as a painter in that town. Bill says that in those days painters made their own linseed oil from flax seed and mixed all their paint by hand. If the paint job on a house didn't last ten or twelve years, there was a big kick about it. Bill came to the United States when he was 18 years old, landing at Baltimore and coming directly to York, where he had two brothers and two uncles. He worked for Watt & Bros., painters in York, for 4 years and then went in business for himself until 1922 when he started working for our company.

# LOST TIME ACCIDENTS

S. M. S. Co. Frequency Rate 1-1-43
to 8-1-43
24.8



Heavy Machine Shop Group
National Safety Contest
Average Frequency Rate—1943
10.65



S. M. S. Co. Frequency Rate 1-1-42
to 8-1-42
9.96

| LOST TIME ACCIDENTS | | |
|---|---|---|
| DEPARTMENT NAME | 1-1-42 to 8-1-42 | 1-1-43 to 8-1-43 |
| Pattern Shop | 0 | 0 |
| Plate Steel | 1 | 2 |
| Weld Shop | 0 | 2 |
| Drill Press | 2 | 3 |
| Boring Mill | 1 | 1 |
| Lathe | 0 | 4 |
| Assembly Floor 1 | 1 | 3 |
| Assembly Floor 3 & 4 | 0 | 0 |
| Navy Assembly | 0 | 1 |
| Tool Room | 0 | 2 |
| Shipping | 0 | 1 |
| Receiving & Stores | 0 | 0 |
| General Factory | 1 | 0 |
| ENTIRE PLANT | 6 | 19 |

These statistics and charts indicate that our lost time accidents for the first seven months of this year are more than two and one-half times greater than they were for the same period in 1942. The illustrations also show that our lost time accidents in comparison with the frequency rate for heavy machine shops is excessive in the same proportion. One lost time accident per month in our shop means that we have already reached the average rate. If we have two lost time accidents, our record is doubly poor, and so on.

This increase in our lost time accident rate is everyone's responsibility. We cannot console ourselves with the fact that accidents tend to increase during wartime and overlook the opportunities that surround us to keep them at a minimum. We must do our part in furthering the war effort through safe production.

Management, supervision and labor must face the reality that these accidents are hurting all of us and as a team we must make every effort to push our frequency rate back to a normal level.

# AUGUST BIRTHDAY GREETINGS

1—James Rishel, Tool Room; and Stephen Haines, Rutland Office.

2—Catherine Benner, Expediter; Paul Greiman, Stores and Receiving; and James S. T. Strayer, Traffic Manager.

3—Sgt. Walter A. Bailey; Kenneth Crumbling, Plate Shop; Pvt. E. Kraus; Bette Foust, Cost Dept.; and V. C. Smith, Design.

5—Pvt. G. N. Early; George Grove, Tool Room; George King, Floor 3 & 4; A. G. Smith, Service Engineer; and D. J. McCormack, Sales Manager.

6—William Gross, Blacksmith Shop; and Gene Shindel, Navy inspector.

9—James Decker, Dept. C; Pvt. James Rowe; and George Wildasin, Plate Shop.

10—Charles Snyder, Cost Dept.; Lillian Gustafson, Chicago Office; and Charles H. Zech, Pattern Shop.

11—Stewart Strine, Weld Shop.

12—Charles Firestone, Floor 3 & 4; Jessie Rowe, watchman; and Mary Thompson, Navy store room.

13—Pvt. Austin Boring; and Ross Knisely, Sergeant of the Guards.

15—Morgan Billet, Asst. Navy foreman; George Gross, Pattern Shop; and Raymond Thompson, Tool Room.

16—Sara Craley, Sales Dept.

17—Melvin Reiber, Dept. A; and Rush Zeigler, Weld Shop.

19—Charles Baer, janitor; Carl Beck, Dept. C; John Boeckel, S 2/c; Harold M. Hueter, Dept. C; and Ralph Shillito, Dept. B.

20—George Dunn, Pattern Shop; G. T. Keesey, Guard; and Charles Raifsnider, ARM 3/c.

23—Cpl. William S. Bair; and Martin Weaver, Dept. C.

24—Leland Doll, Dept. C; and Charles Raifsnider, Tool Room.

25—Charles Weisner, Dept. A.

26—Arlene Fitzkee, Valve Dept. Office.

28—Luther K. Irwin, Store Room; William Myers, Stores and Receiving; and Robert Wolf, Dept. A.

30—Joseph Walker, Weld Shop.

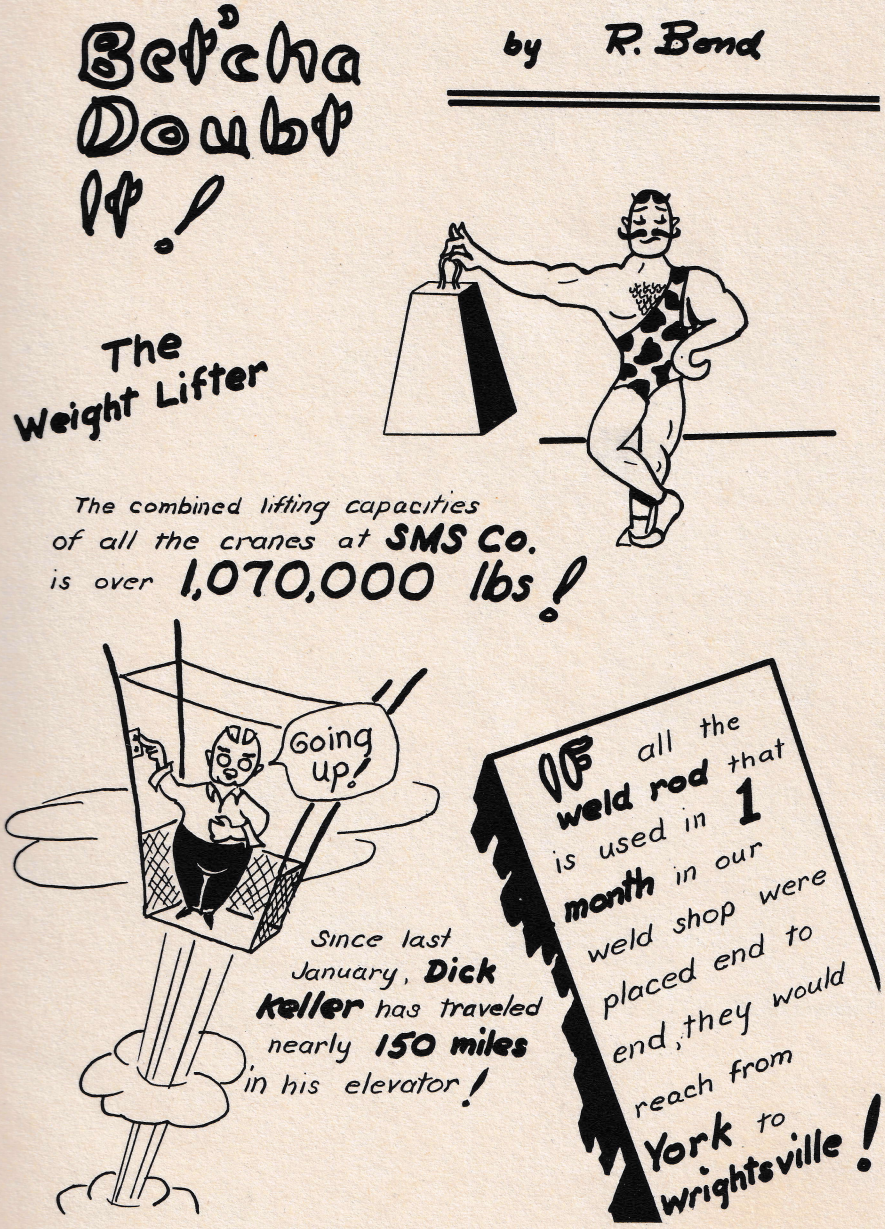
31—Clarence Shanabrough, Floor 1.

NEW EMPLOYEES

William Becker, Stores and Receiving; Robert Peterson, Design; George Lucking, Dept. C.; Helen Laurence, Navy office, Main Office, and Clair Cunningham, Floor 3 and 4.

* * *

"Bet'cha Doubt It" is a feature originated by Rodney Bond, Tool Room. Rodney was employed on January 16, 1939. He is a machinist and a graduate of Drexel Institute of Technology, Philadelphia, as a Mechanical Engineer.



Someone's got to
TAKE A TRENCH!
Someone's got to
SINK A SHIP!
Someone's got to
BOMB BERLIN!
Someone's got to
BUY WAR BONDS!
THAT'S YOU!